

# WHAT IS A ROAD DIET

Road Diet Example



EXISTING

Road Diet Example



PROPOSED

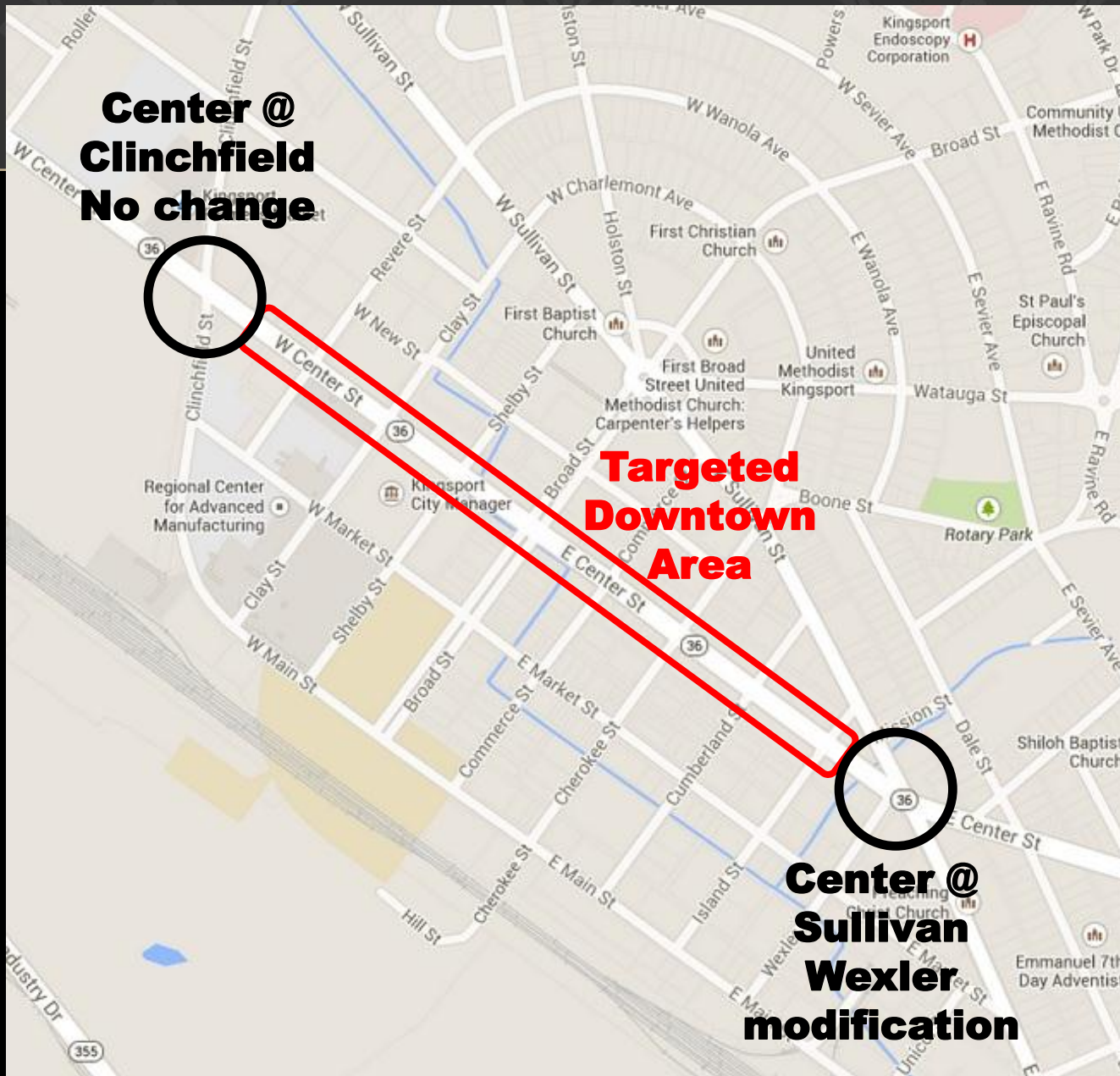
## CENTER STREET ROAD DIET WHY NOW?

- Because TDOT is going to repave Center Street in 2014 anyway
- Restriping does not add cost to the project
- Coordinated balance between state project and local preference
- This is a limited window of opportunity (repaving cycles range every 15-20 years)
- Deadline is November 1, 2013

**Center @  
Clinchfield  
No change**

**Targeted  
Downtown  
Area**

**Center @  
Sullivan  
Wexler  
modification**



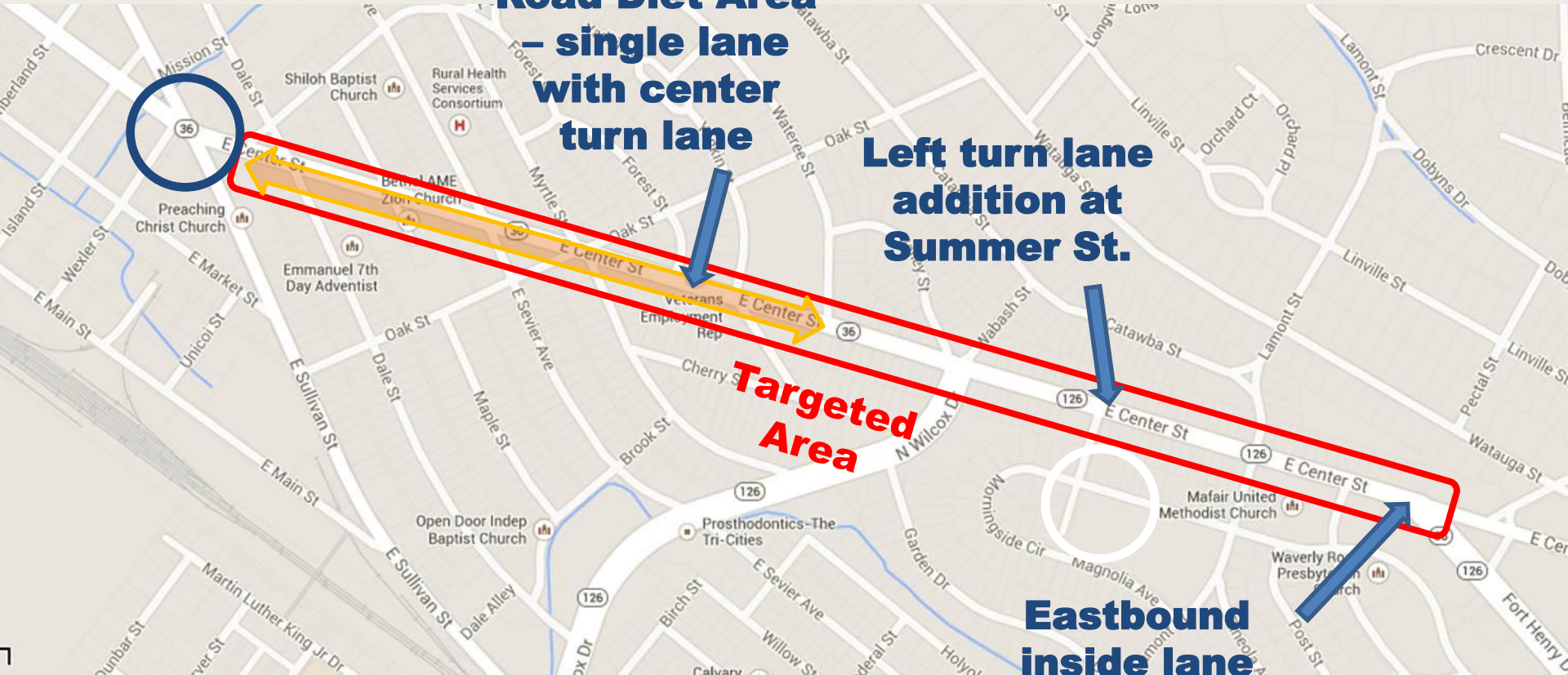
**Center @  
Sullivan  
Wexler  
modification**

**Road Diet Area  
– single lane  
with center  
turn lane**

**Left turn lane  
addition at  
Summer St.**

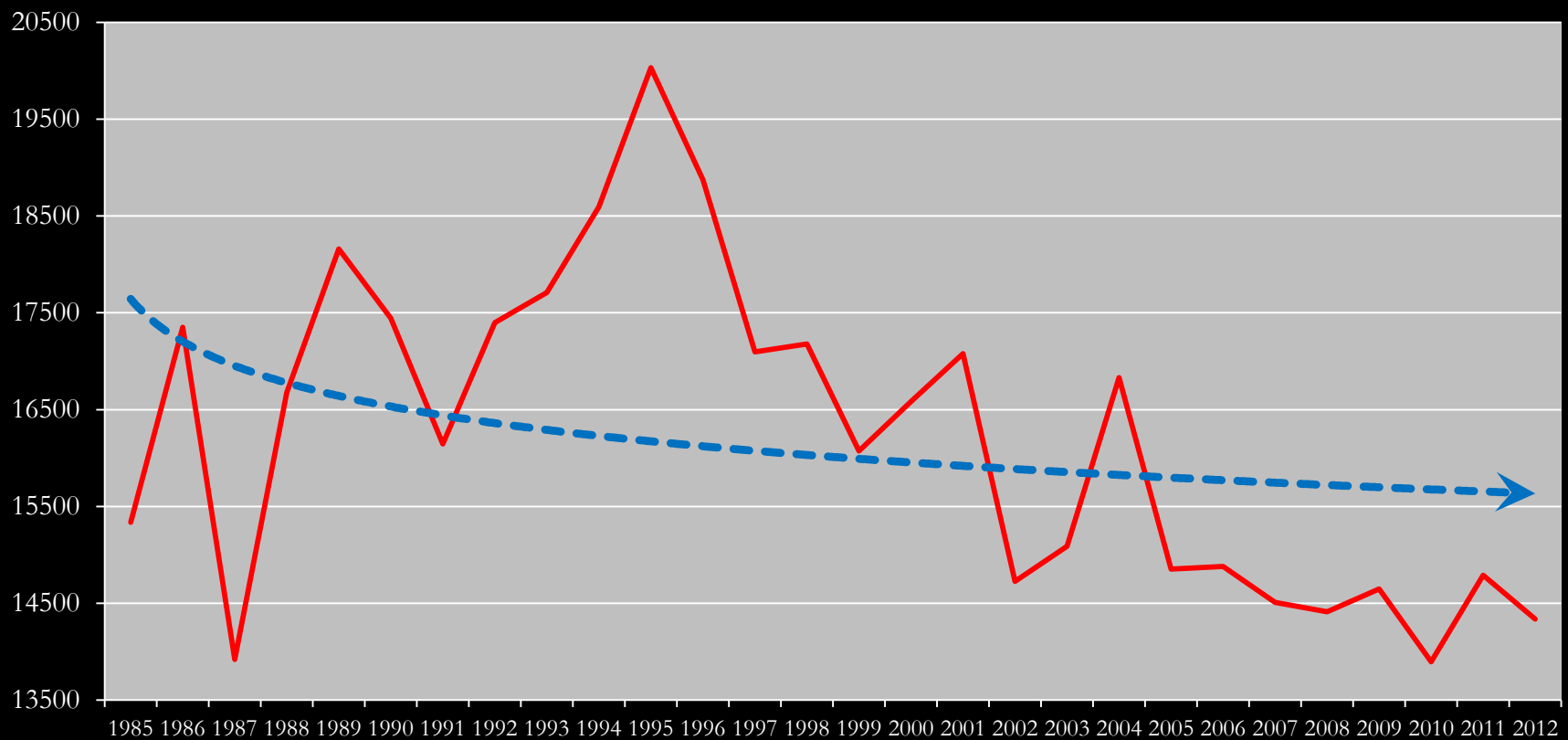
**Targeted  
Area**

**Eastbound  
inside lane  
becomes  
straight onto  
Center St.**





## TRAFFIC HISTORY (TDOT) W CENTER ST



# INSPIRATION

## Greenville, SC: One of America's Greatest Main Streets



Downtown Greenville, SC - N. Main St at Coffee St

*Travel + Leisure Magazine* has put together a ranking of "America's Greatest Main Streets" in the May 2012 issue, and Greenville, South Carolina has made the list. One key reason was the transformation of Main Street into a "pedestrian-friendly destination", including reducing Main Street from four lanes to two lanes, and creating free parking spaces with the eliminated lanes. Keyword: **free**.

I still believe that one of downtown Greenville's biggest advantages is the fact that it's not a hassle to get there

and enjoy it! No feeding the meters, and two downtown parking structures (Richardson Street and E. Washington) that are free on nights and weekends. Encouraging visitors to come downtown and spend money is how you earn revenue, not by charging a quarter for someone's car to occupy a piece of concrete for an hour.

# WHO'S BEHIND THIS?

## A COALESCING OF INITIATIVES

- **Downtown Kingsport Association / Economic Restructuring**
- **Smart Streets / Complete Streets**
- **Mark Fenton / Dan Burden**
- **Pioneering Healthier Communities (Eastman, Wellmont, Indian Path, HMG, Kingsport City Schools, Sullivan County Schools, Greater Kingsport Family YMCA, United Way, AARP, etc.)**
- **Kingsport Tomorrow**
- **Kingsport Metro Transportation Planning Organization**
- **Kingsport Parks & Recreation**
- **Kingsport Bicycle Association**
- **Kingsport Housing & Redevelopment Authority**
- **Choice Neighborhood Initiative**

**June 21, 2011**

**BE IT RESOLVED BY THE  
BOARD OF MAYOR AND  
ALDERMEN AS FOLLOWS  
SECTION I:**

**That the City of Kingsport supports  
the concept of Complete Streets and  
encourages the implementation of  
policies and procedures regarding the  
planning design reconstruction  
rehabilitation maintenance or  
operations of transportation facilities  
in keeping with the goals of  
accommodating and encouraging  
travel by individuals of all ages and  
abilities pedestrians bicyclists and  
public transportation users**

## CONSULTANT

- A road diet resulting in one lane in each direction along with a left turn lane at signalized intersections can be implemented with little change in traffic operations.
- Most travelers along Center Street through downtown will not experience a noticeable change in travel time.
- One reason for so little change in delay is that approximately 81% of thru traffic already uses the outside lanes because the inside lanes essentially function as left turn lanes.

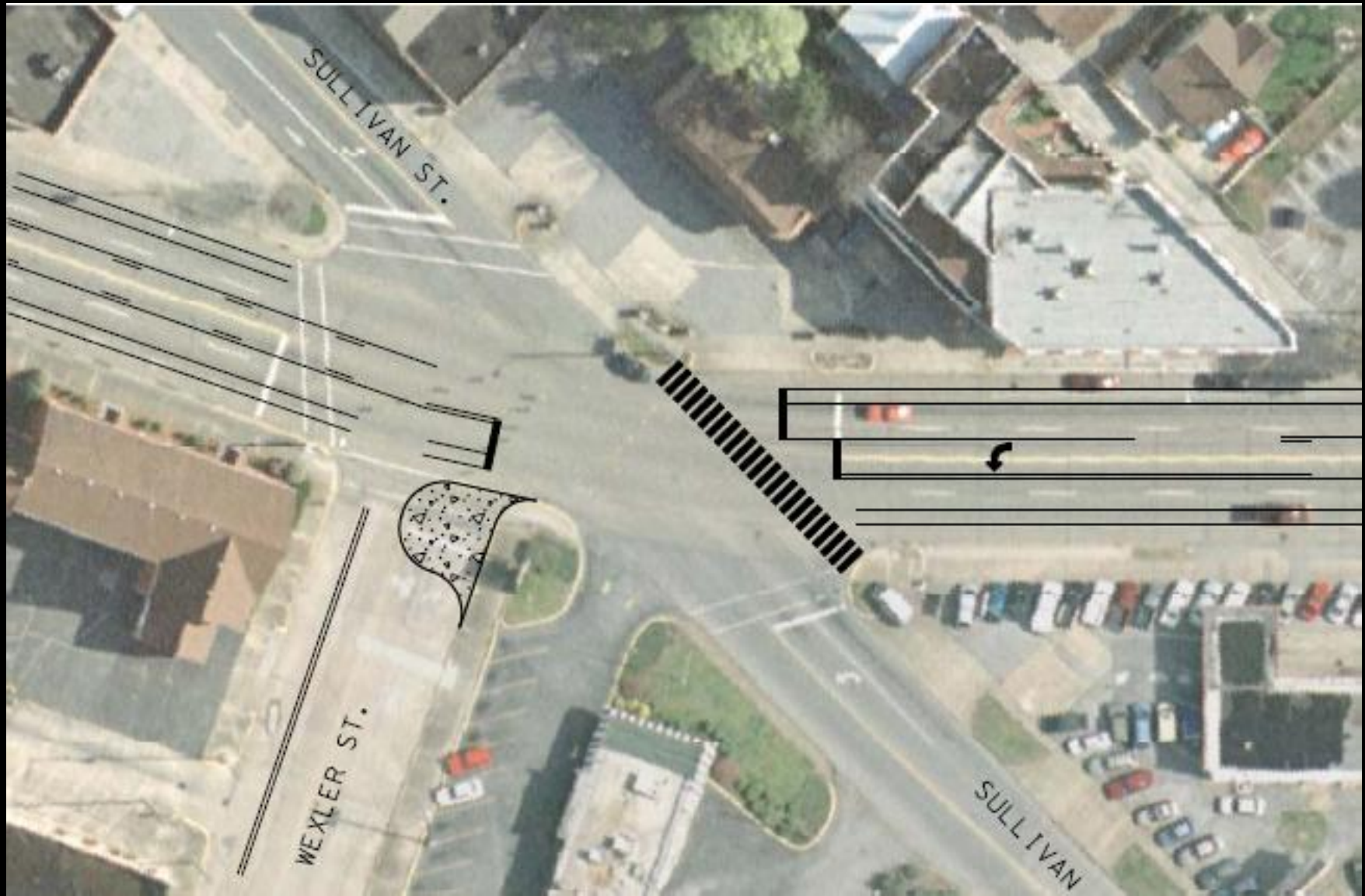


# COMMUNICATIONS

- Thu Oct 3: Consultant letter received
- Fri Oct 4: BMA, DKA, Chamber notified
- Sun Oct 6: Public Notices drafted and website created
- Mon Oct 7: Public Notices mailed to property owners (50+)
- Wed Oct 9: Personal business visits along Center Street (60+)
- Thurs Oct 10: Times-News website
- Fri Oct 11: Times-News front page coverage
- Fri Oct 11: Press release to radio/TV
- Fri Oct 11: Channel 16
- Fri Oct 11: Social Media blast

Blog (1500+), Facebook (4000+), Twitter (1000+)

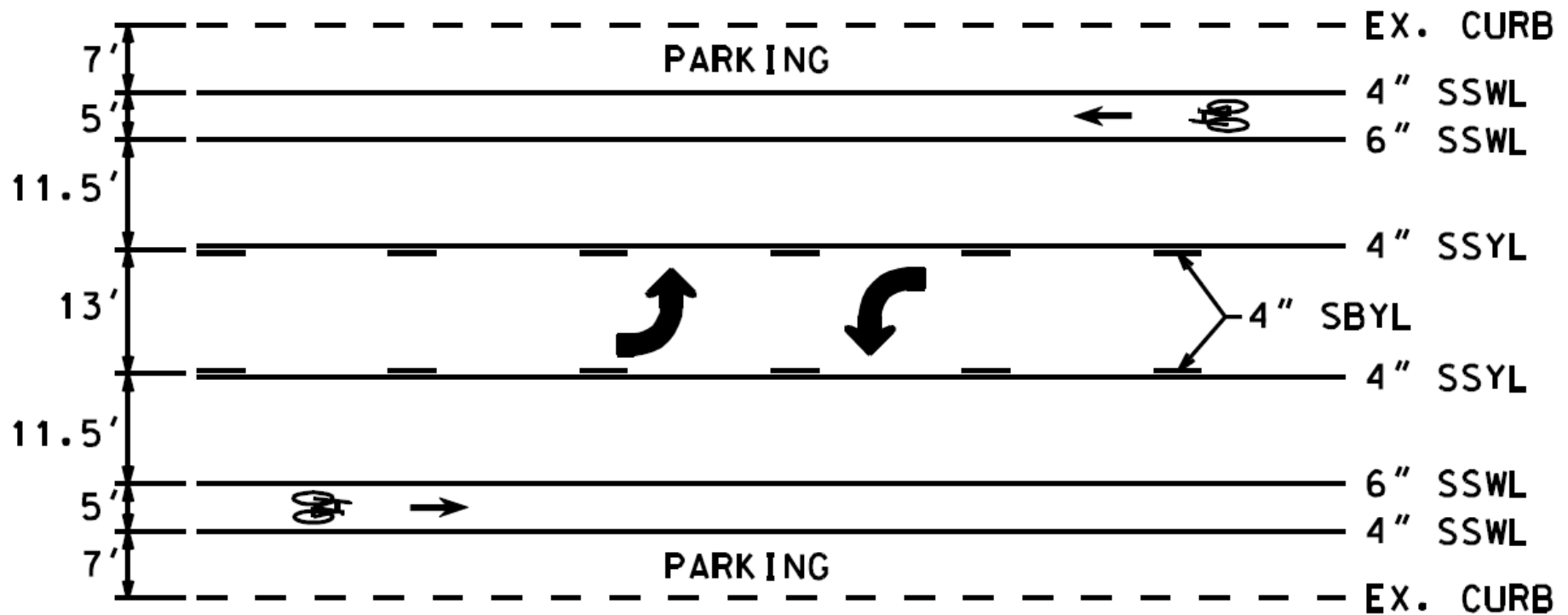
## CENTER AT WEXLER & SULLIVAN



## 2010-2012 ACCIDENT DATA

LOCATION	REAR END	ANGLE	SIDESWIPE	PEDESTRIAN	OTHER
1022	1				
WATEREE		2			
FOREST ST		1	2		1
MYRTLE	3	2	3		
OAK	3				
YADKIN	4	1			
1108 (Minute Mart)	6	1		1	1
TOTALS	17	7	5	1	2
	GRAND TOTAL		32		

## PAVEMENT MARKING DETAIL





SUMMER ST.





LAMONT ST.

LAMONT ST.

PROSPECT DR.

FT. HENRY  
(S.R. 36)



PROSPECT DR.



## RECOMMENDATION

Pass the resolution approving a reconfiguration of the lanes on Center Street and authorizing the Mayor to execute a letter to TDOT requesting the lane reconfiguration and all other necessary documents as necessary

# FEEDBACK

1. “If Center St wasn’t completely parallel parking, it might could work...elderly people...treating that center “turn” lane as part of the regular lane & cruising on down it”
2. “Appears to be an excellent plan that has the data to back-it-up.”
3. “Great job explaining”
4. “I’m not exactly certain how this plan will work, but I trust your judgment”
5. “I’m much more interested in navigating quickly thru downtown”
6. “...has been 4 lanes for as long as I can remember, ( I graduated from D-B in 1960). Why change something that has worked well for so long??”
7. “...may i suggest, rather than “clogging” this artery, abrogate streetside parking, convert the space to an additional center lane for turning, & still have space remaining for bicycle lanes on either side while preserving the well established, fourlane, & efficient flow of traffic through downtown.”
8. I live in Kingsport part-time...I find the suggestion incredulous”
9. We want to make Kingsport stronger and vibrant-- not just a suburb of Johnson City.

